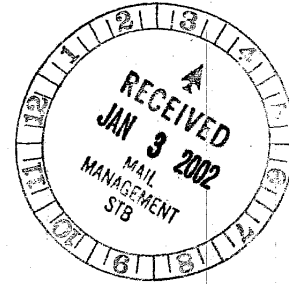




Canadian National/Illinois Central Railroad
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204332



Via Email and Hand Delivery

January 3, 2002

Mr. Melvin F. Clemens, Jr.
Director, Office of Compliance and Enforcement
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

ENTERED
Office of the Secretary
JAN 09 2002
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Public Record

Re: STB Finance Docket No. 34000; Canadian National Railway Company, Grand Trunk Corporation, and WC Merger Sub, Inc. – Control – Wisconsin Central Transportation Corporation, Wisconsin Central Ltd., Fox Valley & Western Ltd., Sault Ste. Marie Bridge Company, and Wisconsin Chicago Link Ltd.; Average Terminal Dwell Time Report for the week ending December 30, 2001.

Dear Mr. Clemens:

Pursuant to the Board's Order in the above-referenced docket served on September 7, 2001, Canadian National Railway Company submits the Average Terminal Dwell Time Report for the week ending December 30, 2001. This report covers the principal yards and terminals identified in the application as potentially affected by the merger.

Our monitoring of dwell time shows that the weekly overall dwell time averages at these locations are generally holding steady. As anticipated per our letter of last week, there was a slight increase in the weekly averages due to the holiday shutdown from the afternoon of the 24th to the afternoon of the 25th.

Feel free to call me at 514-399-7091 should you have questions.

Yours truly,

Sean Finn
Senior Vice President, Chief Legal Officer
and Corporate Secretary

Encl.

CN-WC Integration reporting

AVERAGE TERMINAL DWELL TIME

Definition

Average Terminal Dwell Time is the average time a car spends within an operating yard from arrival to departure. Measurement of the car dwell time starts with the arrival of the car at the operating yard as a result of a train arrival, transfer from a satellite yard, or interchange received event. The measurement of car dwell within the operating yard stops with the departure of the car as a result of a train departure, transfer to another yard, or interchange delivered event. Excluded from the terminal dwell measures are cars placed in hold,* constructive placement, bad order, and stored status following their arrival and prior to their departure from the operating yard.

The figures below are expressed in hours.

Terminal	Historical Average		Week Ending			
		Nov, 2001**	9-Dec-01	16-Dec-01	23-Dec-01	30-Dec-01
Fond du Lac, WI		11.9	12.2	12.0	14.3	18.5
Stevens Point, WI		8.1	9.1	8.5	7.9	13.8
Neenah, WI		2.8	2.9	2.6	2.6	2.8
Pokegama, WI		7.9	9.9	8.4	8.0	9.2

*Previous reports inadvertently included the time cars were placed in hold status (cars generally waiting for customer instructions) at Fond du Lac, Stevens Point and Neenah. This report corrects for that and all the numbers shown here are consistent with the definition of Average Terminal Dwell Time. This adjustment did not have a material impact on the numbers.

**The measurements for November, 2001, cover November 1 through November 30.